

February 26, 2009
Agenda Item 6.6.1

ALAMEDA COUNTY
congestion management agency



2007-2008
ANNUAL REPORT

board leadership

The cornerstone of Alameda County's transportation system lies within the leadership, vision and guidance of the CMA Board. The Board's commitment to improving all transportation modes is critical to serving Alameda County.

We thank the following 2006-2007 CMA board members for their dedication and vision.

Alameda County

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Supervisor Nate Miley

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BART

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alameda county congestion management agency

2007-2008 ANNUAL REPORT

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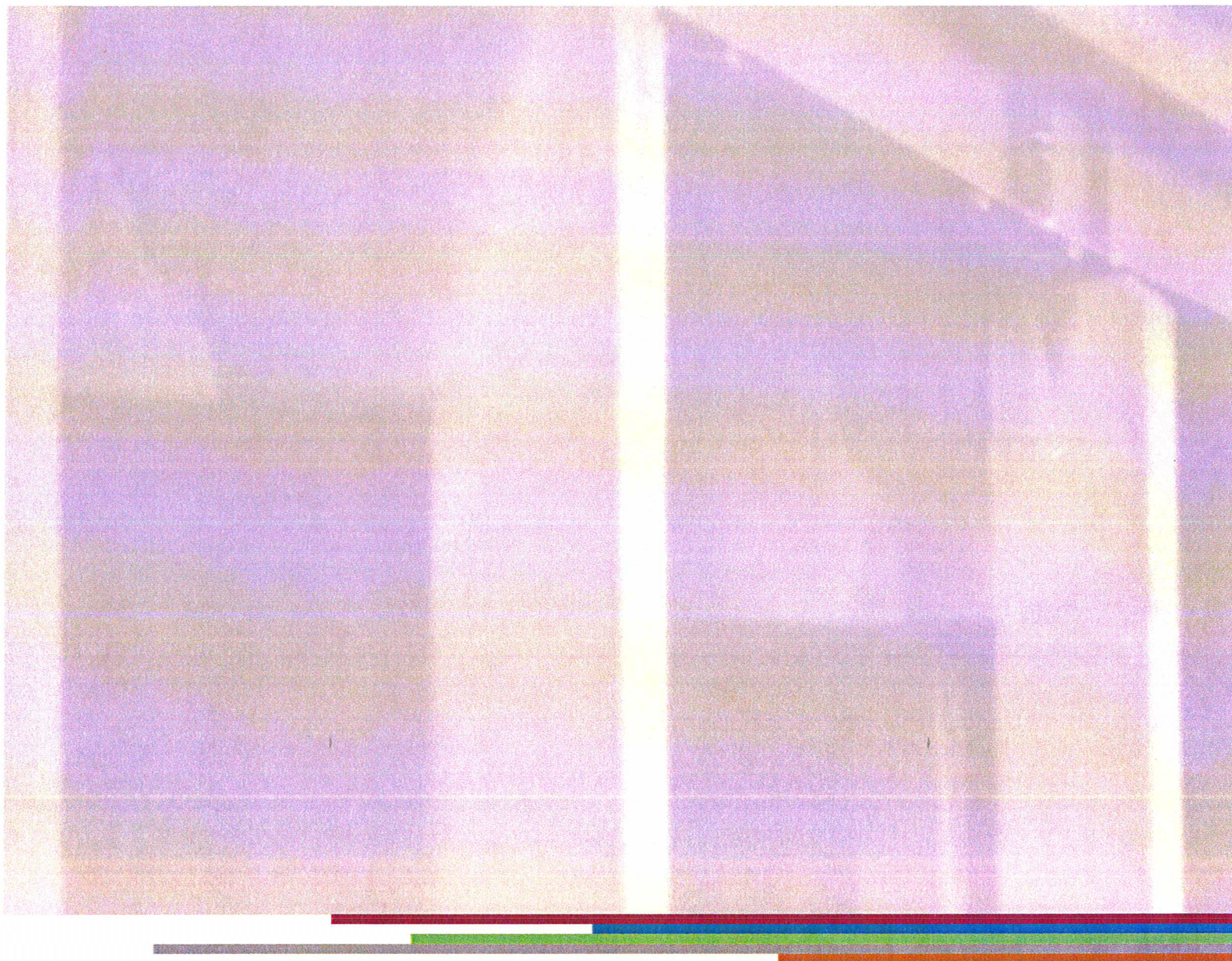
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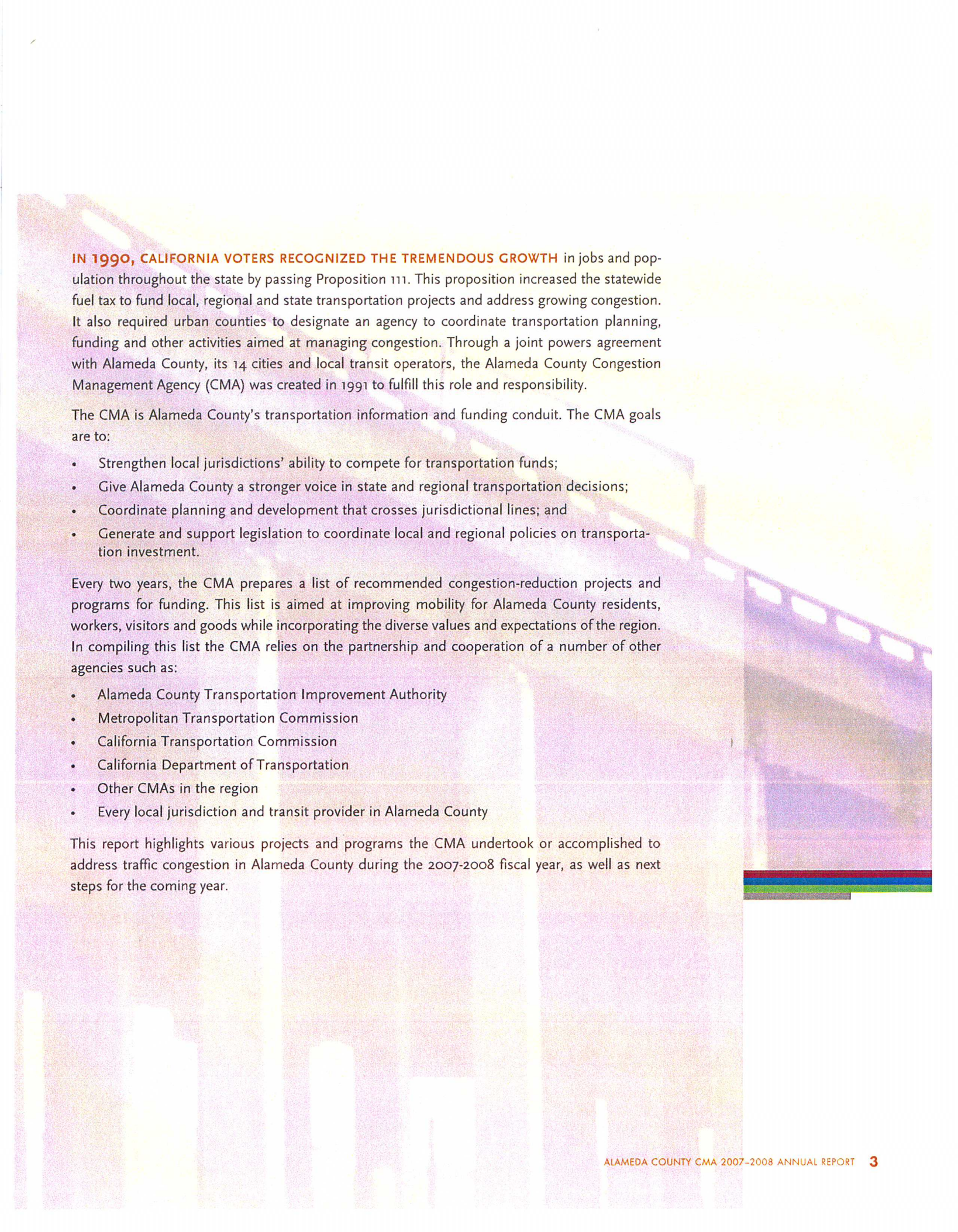
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setting the stage



As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities.



IN 1990, CALIFORNIA VOTERS RECOGNIZED THE TREMENDOUS GROWTH in jobs and population throughout the state by passing Proposition 111. This proposition increased the statewide fuel tax to fund local, regional and state transportation projects and address growing congestion. It also required urban counties to designate an agency to coordinate transportation planning, funding and other activities aimed at managing congestion. Through a joint powers agreement with Alameda County, its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility.

The CMA is Alameda County's transportation information and funding conduit. The CMA goals are to:

- Strengthen local jurisdictions' ability to compete for transportation funds;
- Give Alameda County a stronger voice in state and regional transportation decisions;
- Coordinate planning and development that crosses jurisdictional lines; and
- Generate and support legislation to coordinate local and regional policies on transportation investment.

Every two years, the CMA prepares a list of recommended congestion-reduction projects and programs for funding. This list is aimed at improving mobility for Alameda County residents, workers, visitors and goods while incorporating the diverse values and expectations of the region. In compiling this list the CMA relies on the partnership and cooperation of a number of other agencies such as:

- Alameda County Transportation Improvement Authority
- Metropolitan Transportation Commission
- California Transportation Commission
- California Department of Transportation
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

This report highlights various projects and programs the CMA undertook or accomplished to address traffic congestion in Alameda County during the 2007-2008 fiscal year, as well as next steps for the coming year.

A Statement from the Board

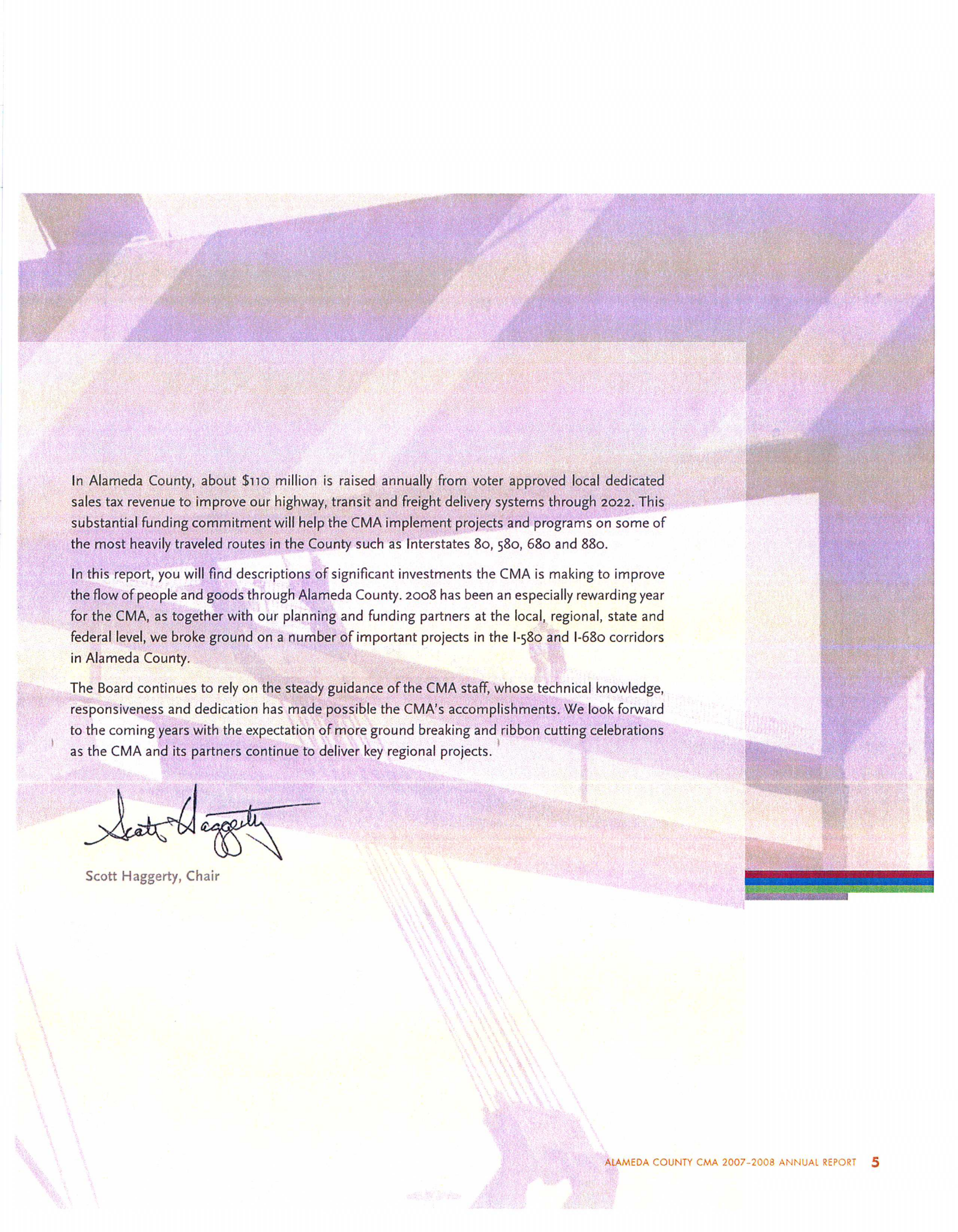
Scott Haggerty, Chair

ALAMEDA COUNTY IS THE GEOGRAPHIC AND DEMOGRAPHIC CENTER OF THE BAY AREA and the transportation hub of Northern California. More than half of the San Francisco Bay Region commuters travel through Alameda County each workday using trains, buses, vans or cars.

Alameda County is also the freight center for much of Northern California and beyond, home to the Port of Oakland, the nation's fourth largest container port and the largest port for exporting the country's fresh produce. Two-thirds of truck trips and nearly all freight rail trips in Northern California use the freeways and rail lines in our County. And more than one-third of products imported through the Port of Oakland are consumed by families and businesses outside of California.

Along with serving as the region's transportation hub, Alameda County has the worst traffic congestion in Northern California. While 20 percent of Bay Area residents live in Alameda County, nearly 40 percent of the region's congestion is found here. And five of the top 10 congestion hot spots in the nine-county Bay Area are located in Alameda County. To address this situation, investments in our transportation system are at record levels.

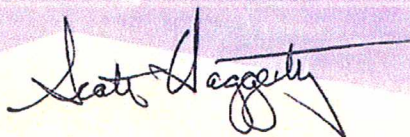
In November 2006, California voters approved an historic \$20 billion transportation bond aimed at reducing congestion and improving air quality, statewide. The CMA's strategy to advance projects to a stage of "ready to build" has paid off as Alameda County has been successful when competing for these funds.



In Alameda County, about \$110 million is raised annually from voter approved local dedicated sales tax revenue to improve our highway, transit and freight delivery systems through 2022. This substantial funding commitment will help the CMA implement projects and programs on some of the most heavily traveled routes in the County such as Interstates 80, 580, 680 and 880.

In this report, you will find descriptions of significant investments the CMA is making to improve the flow of people and goods through Alameda County. 2008 has been an especially rewarding year for the CMA, as together with our planning and funding partners at the local, regional, state and federal level, we broke ground on a number of important projects in the I-580 and I-680 corridors in Alameda County.

The Board continues to rely on the steady guidance of the CMA staff, whose technical knowledge, responsiveness and dedication has made possible the CMA's accomplishments. We look forward to the coming years with the expectation of more ground breaking and ribbon cutting celebrations as the CMA and its partners continue to deliver key regional projects.



Scott Haggerty, Chair

A Statement from the Executive Director

Dennis R. Fay, Executive Director

The CMA's directive is clear—meet the transportation needs of Alameda County by managing congestion. This, our 17th year, has been busy and rewarding as we continue to strive toward our directive.

In November 2006, California voters approved a \$20 billion transportation bond measure. Tasked with implementing over \$500 million in bond projects for Alameda County, the CMA has been very active this past year, particularly on:


- I-80 Integrated Corridor Mobility Project
- I-580 Corridor Improvements (Livermore Valley)
- I-880 Corridor Improvements (Oakland/San Leandro)
- I-680 Express Lane (Sunol Grade)

The CMA has also continued to work with sponsors on priority transit projects, including:

- AC Transit Bus Rapid Transit
- Transit-Oriented Development
- BART Oakland Airport Connector
- BART Warm Springs Extension (South Fremont)

In addition to the priority projects noted above, **key highlights** accomplished over the past year include:

- In December 2007, the CMA Board adopted the *Congestion Management Program*, laying out steps to implement the *Countywide Transportation Plan*.
- In early 2008, engineering was completed for the eastbound I-580 HOV project in Livermore Valley.



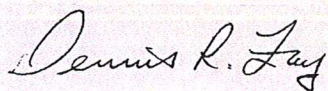
Traffic congestion in Alameda County significantly
affects the lives and economic well being of millions of Americans,
not just those traveling through or living or working in the County.

- In February 2008, the CMA Board held their annual retreat, focusing on strategies to manage congestion and climate change. The Board also established five priority projects for the *Countywide Transportation Plan* (I-580 Corridor Improvements, BART Warm Springs Extension, AC Transit Bus Rapid Transit, Transit-Oriented Development and Arterial Performance Initiative Program).
- In June 2008, the CMA Board adopted the *Countywide Transportation Plan*. This Plan is a blueprint for transportation improvements through the year 2035 and contains a shared vision of the County's long-term transportation needs.

Challenges also face the CMA in the coming year.

- Projects continue to move from development to construction. Controlling cost and managing schedules remains paramount.
- With new funding comes heightened expectations and increased responsibilities of the agency. The CMA must maintain its excellent track record of delivering transportation projects and services.
- The state budget and lagging economy presents challenges at all levels of government.

Please continue to express your interest and offer your suggestions. With your involvement, we can—together—enhance the quality of life of Alameda County.



Dennis R. Fay, Executive Director

highlighting agency actions



Community-based planning is a collaborative process with residents in low income neighborhoods to prioritize transportation barriers (reaching grocery stores, schools, jobs, etc.), solutions, costs and potential funding sources.

TO HELP GUIDE AND IMPROVE ALAMEDA COUNTY'S TRANSPORTATION SYSTEM, the CMA's activities can be viewed in three parts:

- Developing the **planning** documents that guide transportation development and funding decisions;
- **Programming** the funds to agencies for transportation improvements; and
- **Implementing** the projects and programs set forth in the planning and programming documents.

Planning the Transportation System

The CMA is responsible for the *Countywide Transportation Plan (CWTP)* and the shorter-range *Congestion Management Program (CMP)* for Alameda County. The CWTP establishes the vision for the County's transportation system and the CMP implements that vision. Policies, programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

Guiding Documents

Vision One of the CMA's primary responsibilities is to develop and update the *Countywide Transportation Plan*. The plan is a long-range policy document that guides decisions and articulates the vision for the County's transportation system. Also, it lays the groundwork for an investment program tailored to the diverse needs of the County's residents, visitors and workers.

Through its funding allocation program, the Plan seeks to ensure that transportation investments—over the 25-year planning period—are efficient and productive, and that maintenance and management of the system remain high priorities. The CMA Board approved an update of the *Countywide Transportation Plan* in June 2008.

Implementation Updated in December 2007, the Congestion Management Program (CMP) sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. The CMP deals with day-to-day problems that congestion causes, including:

- Setting level of service standards for roadways;
- Analyzing the impact of land development on transportation;
- Exploring ways to manage travel demand; and
- Developing a five-year Capital Improvement Program (CIP).

Monitoring Documents

To measure progress toward the CMA's goals of reducing congestion and improving mobility and air quality, two documents are prepared.

Performance Report The **Performance Report** summarizes how the transportation system is functioning in Alameda County. Performance of four modes of transportation: highway, transit, pedestrian and bicycle are monitored. Prepared annually: the CMA Board approved the most recent Performance Report in January 2008.

Level of Service Report Prepared biennially, the CMP requires that level of service (LOS) standards be established and monitored on the CMP-designated roadway system. LOS is a measure of driving conditions and vehicle delay. The objectives of this monitoring effort are to:

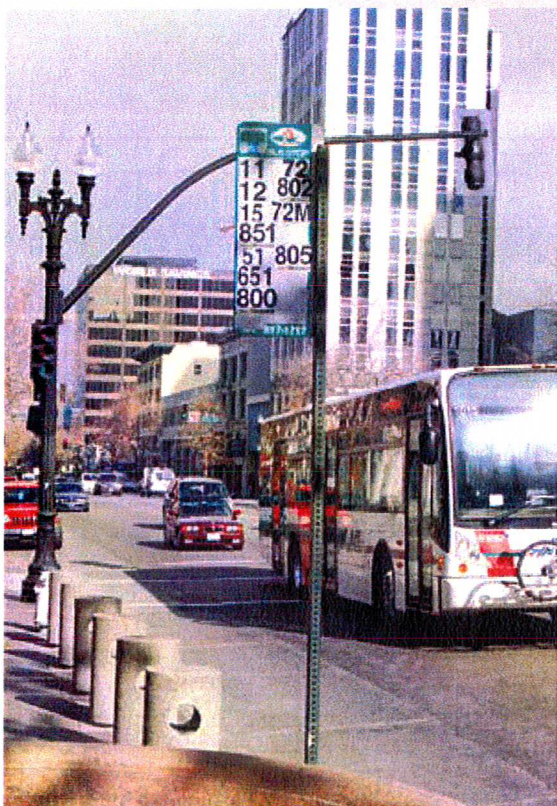
- Determine the average travel speeds and existing LOS;
- Identify roadway segments in the county that are operating at LOS F; and
- Identify long-term trends in traffic congestion on the CMP network.

The basic LOS standard for CMP monitoring purposes is LOS E. The Board approved the most recent LOS Monitoring Report in September 2008.

Other Studies

The CMA also conducts special studies and manages planning programs, as needed. Some highlights from last year are noted below.

Central Alameda County Freeway Study Over four decades ago, Caltrans initiated a project known as the Hayward Bypass—a proposed four-lane highway east of SR-238, from the I-580 interchange to Industrial Parkway. A number of properties were acquired, but the project never advanced, largely due to a lack of community support. Since the properties are no longer needed, Caltrans is in the process of disposing of the properties. State legislation allows that the monies from the sale of these properties can be used to address congestion in the area. Due to pending legal issues, Caltrans has yet to determine a process to guide property disposal.





The purpose of the **Central Alameda County Freeway Study** is to develop a list of projects that will potentially be funded by the sale of these properties. The list, developed specifically for the I-238, I-880 and I-580 corridors, is referred to as the Local Alternative Transportation Improvement Program (LATIP). Local approval is anticipated for Spring 2009. Once the final prioritized LATIP is approved, it will be submitted to the CTC for adoption.

If the final prioritized LATIP is not approved before Caltrans begins selling the excess properties, the funds generated from the sales will be placed in the State Highway Account, rather than targeted for Central County projects. State law provides that these revenues may be used to fund LATIP projects.

Tri-Valley Study The CMA, in collaboration with the Tri-Valley jurisdictions, developed a long-range plan for improvements aimed at relieving congestion, not just along I-580, but also along the I-680 and SR-84 corridors. The study recommends improvements in the following order:

- BART right-of-way protection along I-580
- I-580 westbound carpool/Express lane and ramp metering
- I-580 eastbound auxiliary lane
- I-580 westbound auxiliary lane
- I-680 ramp metering
- I-580 eastbound truck climbing lane over Altamont Pass
- I-580 eastbound mixed flow lanes
- I-580/I-680 interchange improvements, Phase 1
- I-680 northbound carpool/Express lane
- I-680 southbound Express lane
- I-580/I-680 interchange improvements, Phase 2
- I-580 eastbound carpool/Express lane
- SR-84 improvements



Community-Based Transportation Plans The CMA continues to work closely with communities in Alameda County to prepare Community Based Transportation Plans (CBTP). The purpose of these plans is to identify and prioritize transportation needs and solutions in low income neighborhoods with transportation gaps. Community based planning is a collaborative process to prioritize transportation barriers (reaching grocery stores, schools, jobs, etc.), solutions, costs and potential funding sources.

The CBTPs are part of a regionwide effort, funded by MTC, to build upon their findings from the *Lifeline Transportation Study* (2001) and the *Environmental Justice Report* (2001). To date, the CMA has completed four of the five pilot plans: Central Alameda in 2004; West Oakland in May 2006; Berkeley in June 2007 and Central and East Oakland in December 2007. The final CBTP will be for the City of Alameda, which is anticipated to be completed in Spring, 2009.

Truck Demand Model In June 2007, the CMA was awarded a \$240,000 California Department of Transportation Planning Grant to develop tools for improving truck demand models in congestion management settings. The need to model truck activity is becoming more important as increased congestion affects the cost of moving goods. The ongoing study used the Alameda Countywide Transportation Demand Model. The project is expected to be completed in January 2010.

Truck Parking Facilities The CMA has completed a Caltrans-funded study to identify truck parking facilities in Alameda County. The study provides an overview of container truck parking needs focusing on the I-80, I-580 and I-880 corridors. It also identified feasible locations for long-haul and short-term parking. It was adopted by the CMA Board in December 2008.



The CMA evaluates funding applications and selects
the proposed projects that will improve
the transportation system and reduce congestion.

Programming the Funds

Along with its planning responsibilities, the CMA programs funds from a variety of sources to implement projects. The CMA's activities promote timely project delivery by ensuring that federal, state and local funds are programmed effectively and efficiently.

Funding Sources

The primary funding for CMA transportation investments is provided from a combination of federal, state and local programs.

Federal Surface Transportation Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through SAFETEA, the legislation by which the CMA receives federal monies. The CMA primarily programs STP funds to roadway projects, including resurfacing of local roads. There was no funding cycle for the STP during the 2007/2008 fiscal year.

Federal Congestion Mitigation & Air Quality Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. The CMA primarily programs these funds to bicycle and pedestrian projects and Transportation for Livable Communities projects. There was no funding cycle for CMAQ during the 2007/2008 fiscal year.

State Transportation Improvement Program Under state law, the CMA works with project sponsors, including Caltrans, transit agencies and local jurisdictions, to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP).

Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. In December 2007, the CMA programmed \$30.8 million of 2008 STIP and adopted the following program of projects:

- I-580 Express/HOV lane (Livermore Valley)
- I-880 southbound HOV lane right-of-way and improvements (at Marina Boulevard)
- SR-24 Caldecott Tunnel 4th bore
- SR-84 expressway (Livermore)
- BART/Ed Roberts campus
- Union City intermodal station



The CMA provides technical assistance to project sponsors to implement their programs where necessary.

Transportation Fund for Clean Air Program State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent are allocated to an overall program manager for each county—the CMA in Alameda County. Of the CMA's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects. In April 2008, the CMA programmed about \$1.955 million of TFCA.

Local Exchange Program The CMA has established a "Local Exchange Program." Under this Program, the CMA exchanges state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow many projects to begin that would otherwise have been delayed due to the lack of available STIP funding. The CMA TIP program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs available. However, the CMA does not have a direct role in programming these funds.

- Federal Disaster Assistance
- Federal Transit Sections 5307 and 5309
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Measure B Sales Tax
- Local Bridge Tolls (Regional Measure 2)
- Local Gas Tax



Implementing the Projects and Programs

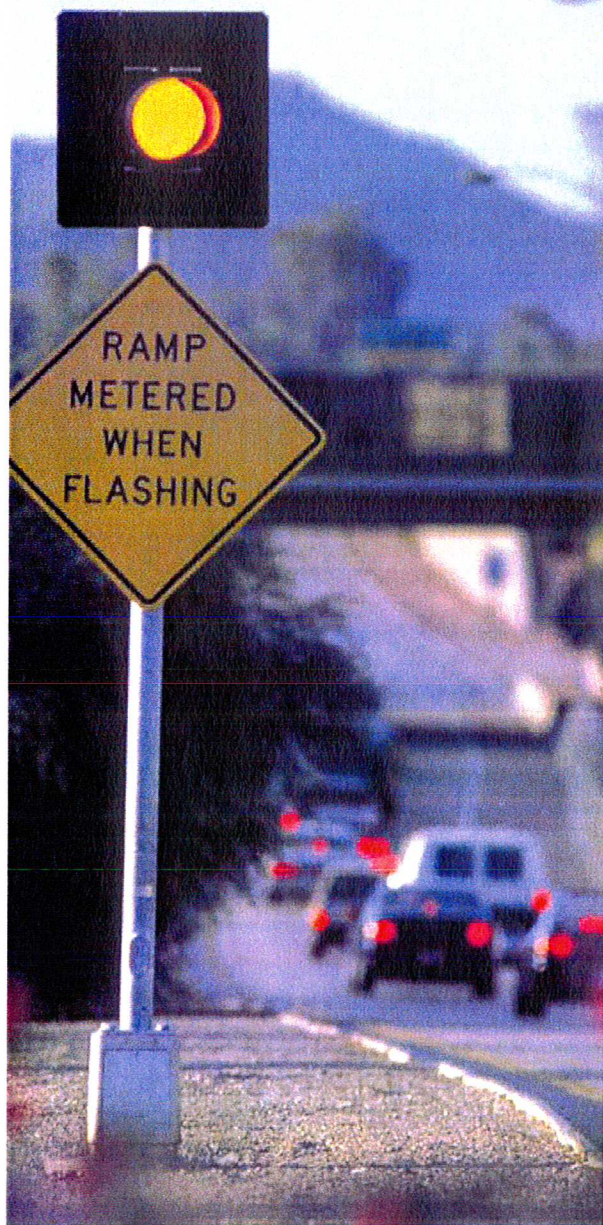
In addition to programming the funds, the CMA is a leader in delivering transportation projects throughout the County. During the past fiscal year, nine key efforts stood out (including the Central Alameda County Freeway Study noted above):

- I-80 Integrated Corridor Mobility Project
- I-580 Corridor Improvements
- I-880 Corridor Improvements
- I-680 Express Lane
- San Pablo AC Bus Rapid Transit
- Transit-Oriented Development
- BART Oakland Airport Connector
- BART Extension Warm Springs

I-80 Integrated Corridor Mobility Project

Interstate 80 is the most congested commute corridor in the nine-county Bay Area, with demand on this freeway far exceeding roadway capacity. To improve safety and operational efficiency for users of this busy corridor, the CMA has developed an Integrated Corridor Mobility Project (ICM). This effort, part of comprehensive program for the corridor, is intended to improve travel between the Carquinez and Bay Bridges. The project will implement corridor management strategies along the freeway, parallel arterials and the connecting roadways in Alameda and Contra Costa Counties.

In addition to planning the system and programming the funds,
the CMA implements projects and programs.



Various improvements being considered include using closed-circuit television cameras to monitor the flow of traffic, adjusting travel speeds dynamically, metering the flow of traffic, installing ramp metering HOV bypass lanes for transit access, implementing emergency vehicle and transit signal priority systems and integrating arterial traffic signals.

The San Pablo Avenue Transit and Arterial Operations Improvement Project is an integral part of the I-80 ICM. The primary goal is to develop a comprehensive systems management approach to improve safety and mobility of the users, including transit customers. An array of improvements are scheduled and include transit signal priority, variable message signs at major transit and parking facilities, video detection systems, emergency vehicle pre-emption devices and other Intelligent Transportation System (ITS) elements.

In September 2007, the CMA adopted a Memorandum of Understanding (MOU) with the West Contra Costa Transportation Advisory Committee and the Contra Costa Transportation Authority. The MOU defines the project scope, estimates development costs and specifies how the three partners would fund the project. As the lead agency, the CMA will begin environmental documentation and design this year. Construction is expected to begin in 2009 and be operational in 2011. This project received CMIA bond funding.

I-580 Corridor Improvements

Since 2000, congestion on I-580, in eastern Alameda County, has risen steadily, resulting in the Bay Area's second worst commute. This corridor is a vital link for major farm-to-market travel and work-force commutes between the Central Valley and the Bay Area. The CMA continues to work on delivering a package of projects aimed at reducing the mounting congestion that commuters experience. The following key projects are underway.

I-580 Eastbound HOV Lane The first major corridor project is the construction of an eastbound HOV lane from Hacienda Drive in Pleasanton to the Greenville Road overcrossing in Livermore (including auxiliary lanes at several interchang-

es). The project will also widen the existing bridge over Arroyo Las Positas to accommodate the auxiliary lane between North Livermore Avenue and First Street. The environmental document, preliminary engineering and at-risk design are complete. Contract bids are being evaluated and construction is anticipated to begin in late 2008 and end in 2010. This project received CMIA bond funding.

I-580 Westbound HOV Lane This project will construct a westbound HOV lane from east of Greenville Road in the Livermore Valley to Foothill Road in Dublin. Improvements include auxiliary lanes, a bus drop-off ramp to the Dublin/Pleasanton BART station and soundwalls at the Dublin Sports Park.

Technical studies have been completed. The environmental document and preliminary engineering are underway. The design phase is scheduled for Summer 2008. Construction is estimated to begin in 2011 and end in 2013. This project received CMIA bond funding.

I-580 Express Lanes Work has begun to bring a high occupancy toll lane, commonly referred to as an Express lane, to the Tri-Valley area. The eastbound and westbound HOV lanes are intended to be converted to Express lanes in the future to better manage traffic in this corridor and to generate revenue. Preliminary options are being evaluated for freeway operations and revenue generation. The travel demand model has been calibrated and the results are being integrated into the operations modeling. The draft Feasibility Study has been submitted to Caltrans.

I-580 Right-of-Way Preservation In partnership with Caltrans and ACTIA, the CMA is developing a strategy that will identify and acquire right-of-way from the Hacienda Drive interchange in Pleasanton to the Vasco Road in Livermore. The purpose of this acquisition is to preserve the opportunity to provide a median for future transit expansion of BART.

The CMA and ACTIA are finalizing a Project Specific Funding Agreement to prepare the Environmental Document. Once the agreement is reached, the CMA will begin discussion with Caltrans to establish a partnership agreement for the project.

I-580/I-680 Interchange Preparing for subsequent corridor improvements, the CMA is partnering with Caltrans in preparing a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The PSR will evaluate options to address significant congestion and to identify alternatives for further evaluation, including options for direct connection from: westbound I-580 HOV to south-





bound I-680 HOV; and northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The final draft PSR has been submitted to Caltrans for review and approval.

I-880 Corridor Improvements

Interstate 880 is one of the five most congested corridors in the Bay Area. Like other freeways in Alameda County, it experiences substantial regional and inter-regional traffic. This corridor serves the Port of Oakland (the largest port in Northern California and fourth largest port in the United States), Downtown Oakland, the Oakland International Airport and major mail distribution centers. I-880 also serves as an essential route between residential areas and employment centers in Alameda, San Francisco, Santa Clara, San Mateo and Contra Costa counties.

Caltrans has identified significant bottlenecks on I-880 in Alameda County, with the frequency of accidents five times higher than the statewide average and delays well above average. In response, the CMA has three projects underway to address the safety and mobility issues.

23rd and 29th Avenue Interchange Improvements The CMA's adopted Strategic Plan for I-880 includes various recommended improvements to increase safety and reduce delay. One key project in this Plan is to provide operational and safety improvements to northbound I-880 at 23rd and 29th Avenue. Improvements will include reconfiguring the on- and off-ramps and constructing a soundwall to mitigate noise impacts for nearby elementary schools and residents of Oakland's Jingletown neighborhood. September 2007, the CMA Board authorized funding for the environmental document.

An Express lane will give motorists the choice of paying a fee to use a faster-moving lane, thereby reducing their time in traffic.

The CMA, at Caltrans request, will take the lead with the design and procurement of this project. The RFP for project design was issued in Summer 2008. This project received Trade Corridor Program funding from the 2006 transportation bond (Proposition 1B).

Ramp Modifications and Auxiliary Lanes Ongoing studies have identified recurring congestion in South Hayward from Tennyson to Whipple roads. This portion of I-880 is impacted by motorists seeking access to the San Mateo Bridge, SR-92, I-238, I-580 and I-80.

Improvements needed to provide congestion relief in this area include ramp modifications at the Industrial Parkway interchange and the Whipple Road interchange, as well as the addition of auxiliary lanes between Industrial Parkway West and Whipple Road.

I-880 HOV Lane A southbound carpool lane is being added on this heavily traveled corridor from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. The project will extend the start of the HOV lane to the north by approximately three miles, reconstruct the bridges over I-880 at Davis Street and Marina Boulevard to increase lateral clearance, widen the bridge over the Union Pacific Railroad and San Leandro Creek and install nearly 3,000 feet of soundwalls.

The Project Study Report has been approved. The environmental document and design are underway and CMA staff is awaiting a pre-award contract audit and a Cooperative Agreement from Caltrans. This project received CMIA funding.

San Pablo AC Bus Rapid Transit

The SMART Corridors Program supports AC Transit's Bus Rapid Transit (BRT) along a 16-mile stretch of San Pablo Avenue, from Jack London Square in Oakland to Contra Costa College in San Pablo. The Program continues to make great strides in using current and evolving technologies to improve speed and reliability of transit service, improve air quality, reduce travel times and increase overall transit ridership.

Recent enhancements were not service-related, but rather user-related. Sample amenities include street improvements, crosswalks, lighting, and stations and shelter improvements.





I-680 HOV/Express Lane

An Express lane is under construction at the Sunol Grade. This 14-mile stretch is considered one of the worst commutes in the Bay Area. The project will widen southbound I-680 from SR-84 to Santa Clara County and rehabilitate existing pavement. This widening will properly accommodate the existing HOV lane and planned HOT lane. Construction began in Fall 2008, and the lane is expected to be open to traffic by the end of 2010.

Transit-Oriented Development

Union City Transit Village The Union City Intermodal Station is the centerpiece of a proposed high-density, mixed-use development surrounding the BART station. This project will provide a direct connection between BART and the regional passenger rail station. Occupying 66 acres, the project will include approximately 1,850 residential units (15 percent affordable housing), up to two million square feet of office, research and development, local-serving retail, public facilities and open space.

MacArthur Transit Village Located in the geographic center of the Bay Area, the MacArthur BART Station is a major transit hub in Alameda County. The station is served by three BART lines, eight AC Transit routes and several shuttle services. The proposed Village includes 540-675 high-density multi-family units (20 percent below market rates) and 39,000 square feet of neighborhood-serv-

Over the years, the system has been stable and service providers are able to respond quickly to issues that arise.

ing retail and community space, as well as major public infrastructure improvements. The project will also include replacing and consolidating the BART parking structure, renovating the pedestrian entry plaza, constructing additional public streets to access the BART station and constructing an intermodal transfer facility for shuttle and bus service.

Coliseum Transit Village The Coliseum BART Transit Village is planned at an intermodal transit hub near the Oakland International Airport, where two BART lines, 10 AC Transit routes and an Amtrak/Capitol platform stop intersect. At just over eight acres, the Village will include 400-500 multi-family, sustainably green housing units and up to 20,000 square feet of neighborhood-serving retail. The project will include replacing the BART parking structure, improving the pedestrian plaza and developing a regional intermodal facility.

BART Oakland Airport Connector

This 3.2-mile project will provide a grade separated connection between the Coliseum BART/Amtrak Stations and the Oakland International Airport. Using an Automated Guideway Transit system, BART will operate in an exclusive right-of-way along Hegenberger Road. Preliminary engineering has been completed. Right-of-way and utility relocation is underway, with construction set to begin in 2008. BART is pursuing public-private partnerships.

BART Extension to Warm Springs

When the Warm Springs Extension was originally proposed, congestion on I-880—the major travel corridor linking Santa Clara, Alameda and Contra Costa counties—was already severe. Since then, congestion has escalated and its volume has become unacceptable. This project aims to relieve congestion over the 5.4-mile stretch from central Fremont to southern Fremont (Warm Springs).

ACTIA considers this project a first step toward extending BART to Santa Clara County. The federal environmental documentation has been completed. Detailed design and early right-of-way acquisition are underway. Construction is currently scheduled to begin in 2009.

Other Ongoing Efforts

In addition to the above projects, the CMA continues its role in facilitating a variety of ongoing efforts throughout the County, including:

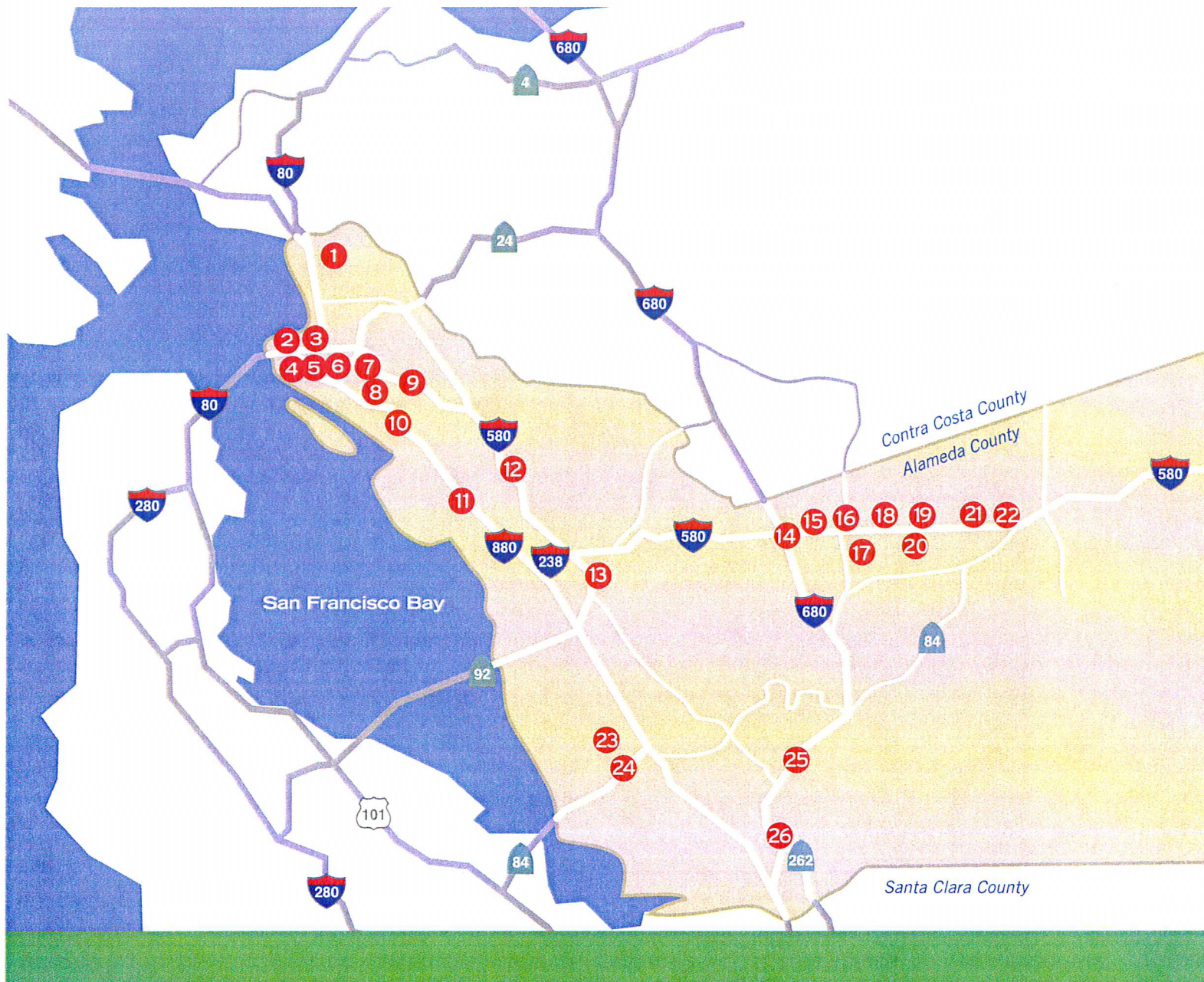
- Lifeline Transportation Program Implementation
- SMART Corridors Operations and Management
- SMART Corridor—International/Broadway/Telegraph
- SMART Corridor—AC Transit WiFi Bus
- Grand/MacArthur Corridor Transit Enhancements
- I-580 Soundwall Implementation (Oakland, San Leandro and Livermore)
- SR-84 HOV extension (Dumbarton Corridor)
- Ardenwood Park and Ride
- I-680/I-880 Cross Connector
- I-580 Corridor Environmental Mitigation
- I-238 Widening and Corridor Improvements
- Fremont Grade Separation
- BART Extension to Silicon Valley
- Caldecott Tunnel 4th Bore
- Dumbarton Rail Corridor
- Guaranteed Ride Home Program
- Transportation Management Centers

2007–2008 actions at a glance

*Fiscal year
2007-2008
was the CMA's
busiest year yet.*

Planning the System

KEY	PROJECT	STATUS (AS OF JUNE 30, 2008)
1	I-80 Integrated Corridor Mobility	Scoping/Environmental
2	Transportation Management Centers	Design
3	San Pablo Rapid Bus Stop Improvements	Construction
4	SMART Corridors— Incident Management O&M	Operations and Management
5	Grand/MacArthur Corridor Transit Enhancements	Construction
6	SMART Corridors Operations & Management	Operations and Management
7	SMART Corridors—AC Transit WiFi Bus	Operations and Management
8	SMART Corridors—International/Telegraph	Completed
9	I-580 Soundwalls Design—Oakland	Design/Right of Way
10	I-880 North Safety and Operational Improvements at 23rd/29th	Environmental
11	I-880 Southbound HOV Lane Extension Hegenberger to Marina	Environmental
12	I-580 Soundwalls Design—San Leandro	Design/Right of Way
13	Central Alameda County Freeway Study	Scoping
14	I-580/I-680 Interchange Modifications (PSR)	A draft PSR has been submitted to Caltrans for comments.
15	I-580 Corridor Right of Way Preservation	Environmental/Design/ Right of Way
16	I-580 Traffic Management Plan	Construction
17	I-580 Eastbound HOV Lane	Design/Right of Way
18	I-580 Westbound HOV Lane	Environmental/Design/ Right of Way
19	I-580 Corridor Environmental Mitigation	Scoping/Environmental
20	I-580 Eastbound HOT Lane Technical Studies	Scoping/Environmental
21	I-580 Corridor Right of Way Preservation	Environmental/Design/ Right of Way
22	I-580 Livermore Soundwall—Springtown	Completed



KEY PROJECT	STATUS (AS OF JUNE 30, 2008)
23 Ardenwood Park & Ride Lot	Design
24 Route 84 HOV Extension— Dumbarton Corridor	Construction
25 I-680 Southbound HOV/HOT Lanes	Design/Right of Way
26 I-680/I-880 Cross Connector PSR	Scoping

**The illustrative map is not meant to depict the precise location of each project, but rather a more general picture of the geographic distribution of activities underway during the 2007–2008 fiscal year.*

looking forward

TRAFFIC CONGESTION CONTINUES TO RISE IN THE BAY AREA. This is especially true in Alameda County, where five of the Top 10 worst commutes in the Bay Area region are found. Despite the recent historic investments in the County's transportation system, more resources are needed to continue tackling the rising congestion. A combination of strategies will help the CMA complete essential projects such as:

- Adding and expanding HOV lanes
- Intelligent Transportation Systems
- Commuter rail extensions
- Bus Rapid Transit
- Transit-Oriented Development
- Truck climbing lanes and other freight improvements

In particular, the CMA will also undertake a number of additional key initiatives:

- Complete engineering of Express lanes for eastbound I-580;
- Begin construction of the eastbound I-580 HOV lane;
- Complete environmental clearance for the I-580 westbound HOV lane;
- Begin construction of the southbound I-680 Express lane;
- Complete the Central County Freeway Study; and
- Begin the Congestion Management Program update.

The CMA's directive is clear—meet the transportation needs of Alameda County by managing congestion. The CMA looks forward to an exciting next year and will stay focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff.

Management's Discussion and Analysis

For the Year Ended June 30, 2008

THIS SECTION OF THE ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY (the Agency) annual financial report presents a discussion and analysis of the Agency's financial performance during the fiscal year ended June 30, 2008. Please read it in conjunction with the Agency's basic financial statements and notes to those statements following this section. The notes provide additional information that is essential for a full understanding of the data provided in the government-wide and fund financial statements.

Overview of the Financial Statements

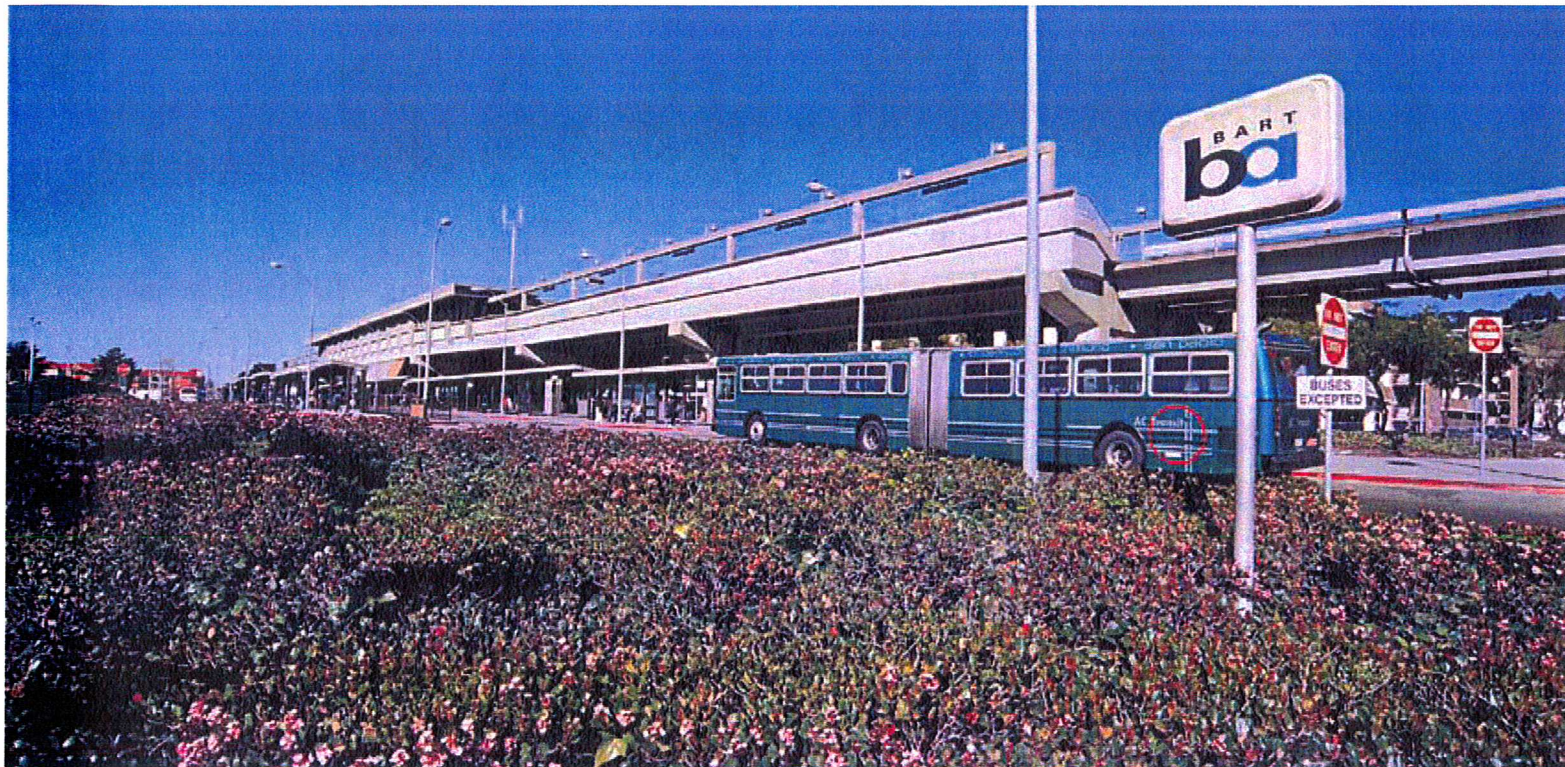
As required by the Governmental Accounting Standards Board, the Agency's principal financial statements include the following:

- A Statement of Net Assets (showing agency-wide assets and liabilities)
- A Statement of Activities (showing agency-wide revenues and expenses)
- A Balance Sheet (showing assets and liabilities by fund)
- Statements of Revenues, Expenditures and Changes in Fund Balances—Governmental Funds (showing revenues and expenses for the General Fund, Exchange Fund and the Non-major Governmental Funds which include the Transportation Fund for Clean Air (TFCA Fund) and the Measure B Fund.
- A Statement of Revenues, Expenditures and Changes in Fund Balance—Budget and Actual for the General Fund (showing budget versus actual revenue and expenses)

Financial Highlights

Financial highlights for the fiscal year ended June 30, 2008, include the following:

- The Agency's total net assets were \$7,406,261, a decrease of \$1,085,542 from the prior fiscal year.
- The Agency's total revenues decreased by 14.4% from \$42,442,783 for fiscal year 2006-07 to \$36,335,880 for the past year due to decreases in project activity. Similarly, the Agency's expenditures decreased by 9.4% from \$41,282,560 in fiscal year 2006-07 to \$37,421,422 in fiscal year 2007-08 in response to decreased projects.
- The Agency's cash and investments (restricted and unrestricted) totaled \$16,206,602, a decrease of \$1,020,796 or 5.9% from the prior fiscal year.
- The General Fund reported a net decrease in fund balance for the year of \$1,033,715, due primarily to \$642,212 in payments to CalPERS related to the Agency's postemployment health care costs and \$655,810 related to the office expansion.



Financial Information

The Agency maintains four funds: General Fund, Transportation Fund for Clean Air, Exchange Fund and Measure B Fund. Following is a discussion of the results of operations of each fund during fiscal year 2007-08:

General Fund The Agency uses the General Fund as its chief operating fund. This fund is used for preparing the Congestion Management Plan and programming federal, state and local funds to implement the plan. The Agency's focus is on assisting sponsors in delivering currently funded or programmed projects. The following table shows General Fund revenues and expenditures for the two most recent fiscal years:

Table 1. General Fund Revenues and Expenditures

	FY 2007-08	FY 2006-07	PERCENT CHANGE
Total Revenues	\$26,893,872	\$34,500,727	22.0%
Total Expenditures	27,927,587	34,786,600	19.7
Excess of Revenues Over (Under) Expenditures	(1,033,715)	(285,873)	(261.6)
Operating Transfer In	—	630,831	100.0
Net Change in Fund Balance	(1,033,715)	344,958	(199.7)
Beginning Fund Balance	638,486	338,528	101.9
Ending Fund Balance (Deficit)	(\$350,229)	\$683,486	(151.2)%

As can be seen from Table 1, total General Fund revenues decreased during the last fiscal year by 22.0% due to decreases in project activity. General Fund expenditures fell at a slightly lower rate of 19.7% as a result of the Agency's \$642,212 contribution to CalPERS to prefund its postemployment healthcare costs. As a consequence, fund balance decreased by \$1,033,715, leaving an ending fund balance deficit of \$350,229. This deficit will be covered by future unrestricted General Fund revenues.

The Agency receives revenue from a wide variety of sources. The table below demonstrates the diversity of revenue sources to the General Fund during the past fiscal year:

Table 2. General Fund Revenue Sources

	REVENUES	PERCENT OF TOTAL REVENUE
Member Agency Fees	\$845,802	3.1%
MTC	13,183,667	49.0
Caltrans	5,424,476	20.2
TFCA	198,328	0.7
BAAQMD	134,100	0.5
AC Transit	2,031,666	7.6
Interest	39,997	0.2
ACTIA/ACTA	1,487,307	5.5
Revenue from Exchange Fund	2,818,369	10.5
Miscellaneous	730,160	2.7
Total General Fund Revenues	\$26,893,872	100.0%

Exchange Fund Under the Exchange Program, the Agency entered into agreements with several local agencies to exchange the Agency's state or federal funds with other governments' local funding for various transportation projects. This program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than more restrictive state or federal funds.

The Agency has entered into exchange agreements with the following agencies through June 30, 2008:

AC Transit	\$35,310,500
BART	8,100,000
City of Fremont	4,477,900
City of Dublin	4,230,000
City of Livermore	3,600,000
City of Berkeley	275,000
City of Union City	9,314,000
MTC	750,000
Total Exchanged Funds	\$66,057,400



These exchanges were recognized as deferred revenue in the government-wide financial statements at the time the Agency entered into exchange agreements, and are being recognized as revenue when qualifying expenses are incurred. \$50.2 million of these exchanged funds have been collected and \$37.8 million has been expended as of June 30, 2008.

Transportation Fund for Clean Air This program generates about \$1.7 million annually for Alameda County transportation projects that improve air quality. In the past, the Agency has used these funds to support an array of projects such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination.

Measure B Fund This fund accounts for the Measure B monies received from ACTIA and used to pay Alameda County's share of the operating costs of the Altamont Commuter Express ("ACE"). During the year, the Agency and ACTIA agreed to terminate their agreement, with ACTIA now paying ACE operating costs to the San Joaquin Regional Rail Commission. All amounts remaining in this fund were paid to ACE during the year, except for \$16,720 which will be paid upon final settlement during fiscal year 2008-09.

Agency-wide Expenses decreased by 8.9% in fiscal year 2007-08 from the prior year due to decreased project activity. Program Revenues (those revenues available to the Agency through grants from agencies such as the Metropolitan Transportation Commission, Caltrans, Alameda County's Measure B and others) decreased by 22.0% from fiscal year 2006-07 due to decreased project activity. General Revenues (which include revenues from the Exchange Fund and annual dues from member agencies) increased by 9.3% between fiscal years 2006-07 and 2007-08 primarily as a result of using more Exchange Program revenue to fund projects. Changes in both revenues and expenditures since the prior year are summarized as follows:

Table 3. Total Revenues and Expenses

	FY 2007-08	FY 2006-07	PERCENT CHANGE
Total Expenses	\$37,421,422	\$41,282,560	(9.4)
Total Program Revenues	25,101,090	32,163,785	(22.0)
Net Program Expenses	(12,320,332)	(9,118,775)	35.1
General Revenues	11,234,790	10,278,998	9.3
Change in Net Assets	(1,085,542)	1,160,223	(193.6)
Beginning Net Assets	8,491,803	7,331,580	15.8
Ending Net Assets	\$7,406,261	\$8,491,803	12.8%



The Agency's net assets decreased by 12.8% between fiscal years 2006-07 and 2007-08. A summary of the Agency's Statement of Net Assets, as shown on page 8, is presented below:

Table 4. Total Assets and Liabilities

	FY 2006-07	FY 2005-06	PERCENT CHANGE
Total Assets	\$44,314,521	\$33,080,338	34.0
Total Liabilities	36,908,260	24,588,535	50.1
Total Net Assets	\$7,406,261	\$8,491,803	(12.8)%
Components of Net Assets:			
Restricted	\$7,156,521	\$8,491,803	
Unrestricted	(350,229)	683,486	
Invested in Capital Assets	599,969	49,241	
	\$8,491,803	\$8,491,803	

Budget vs. Actual—General Fund As shown on the Statement of Revenues, Expenditures and Changes in Fund Balance—Budget (GAAP Basis) and Actual for the General Fund, significant variances exist between the original and final budget amounts and what was finally recorded as actual revenues or expenditures at year-end. The primary reason for the differences between the original and final budget is that the original budget is prepared well before the budgets of contributing agencies (such as Caltrans) are finalized. Therefore, the original budget is based on anticipated actions on the part of other agencies that often are not known until several months later, when the final budget is prepared. With regard to the variance between final budget and actual, the differences are almost entirely due to delays in project schedules that result in both grant revenue reductions because the Agency is on a reimbursement basis, and reductions in expenditures due to delays in implementing projects. For these reasons, the variance between final budget and actual for revenues (24.3%) approximated the variance for expenditures (20.3%).



**Statement of Revenues, Expenditures and Changes in Fund Balances—
Governmental Funds—for the Year Ended June 30, 2008**

	GENERAL FUND	EXCHANGE FUND	NON-MAJOR GOVERNMENTAL FUNDS	TOTAL
REVENUES				
<i>Grants</i>				
MTC	\$13,183,667			\$13,183,667
Caltrans	5,424,476			5,424,476
TFCA	198,328			198,328
BAAQMD	134,100		1,681,053	1,815,153
AC Transit	2,031,666			2,031,666
Other	730,160			730,160
Revenue from Member Agencies	845,802			845,802
Revenue from Exchange Fund	2,818,369	6,844,552		9,662,921
ACTIA/ACTA	1,487,307		230,333	1,717,640
Interest	39,997	610,109	75,961	726,067
Total Revenues	\$26,893,872	\$7,454,661	\$1,987,347	\$36,335,880

**Statement of Revenues, Expenditures and Changes in Fund Balances—
All Governmental Funds—for the Year Ended June 30, 2007 (continued)**

	GENERAL FUND	EXCHANGE FUND	NON-MAJOR GOVERNMENTAL FUNDS	TOTAL
EXPENDITURES				
<i>Current</i>				
Salaries/Benefits	\$3,277,416			\$3,277,416
Other Postemployment Benefits	642,212			642,212
Board Meeting Per Diem	54,396			54,396
Travel, Transportation & Special Events	50,326			50,326
Training	7,395			7,395
Office Space	427,588			427,588
Office & Related	341,453			341,453
Office Furniture/Equipment	15,979			15,979
Insurance	8,069			8,069
Legal Counsel	67,476			67,476
Annual Audit	31,311			31,311
Professional Services	82,172			82,172
Legislative Advocacy	94,377			94,377
Consultants/Contractors	22,171,607	6,844,551	1,977,607	30,993,765
Member Agencies for Projects—TFCA			1,221,247	1,221,247
Miscellaneous		1,098	60	1,158
Capital Outlay	655,810			655,810
Total Expenditures	\$27,927,587	\$6,845,649	\$3,198,914	37,972,150
Net Change in Fund Balances	(1,033,715)	609,012	(1,211,667)	(1,636,270)
Fund Balances July 1, 2007	683,486	4,327,385	3,431,691	8,442,562
Fund Balances June 30, 2008	\$(350,229)	\$4,936,397	\$2,220,124	\$6,806,292

Summary of Known Facts, Decisions or Conditions

In November 2006, California voters approved a \$20 billion transportation bond measure of which approximately \$4.5 billion was earmarked for the CMIA. Of the \$4.5 billion available statewide, northern California received \$1.8 billion. Alameda County received approximately \$400 million, or 22% of this total.

The CTC included the following Alameda County projects in the list adopted by the CTC in February 2007:

- I-80 Integrated Corridor Mobility Project (\$87.7 million cost, \$55.3 million from CMIA)
Work is being performed in conjunction with the Contra Costa Transportation Authority
- I-880 Southbound HOV Lane, Hegenberger to Marina (\$108 million cost, \$94.6 million from CMIA)
- I-580 Eastbound HOV (\$153.7 million cost, \$72.2 million from CMIA)
- Route 84/ I-580 Interchange (\$153 million cost, \$68 million from CMIA)
- I-580 Westbound HOV Lane (\$145.4 million cost, \$101.7 million from CMIA)
- Caldecott Tunnel 4th Bore (\$420 million cost, \$175 million from CMIA); work is being performed in conjunction with the Contra Costa Transportation Authority

In April 2008, the CTC also approved \$73.0 million of Trade Corridor funding for constructing operational and safety improvements on I-880 at the 23rd Avenue and 29th Avenue overcrossings in the City of Oakland.

In addition, legislation was enacted that would eliminate the sunset date for the Agency's high occupancy toll lane projects on the I-680 over the Sunol Grade and on the I-580 in the Livermore Valley. The new law allows sponsoring agencies, such as the Agency, to bond against the revenue derived from tolls to finance additional improvements

Requests for Information

This financial report is designed to provide a general overview of the Agency's finances for all those interested in government finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Office of Accounting at 1333 Broadway, Suite 220, Oakland, CA 94612.

staff commitment

Dedicated to serving Alameda County, the CMA staff manages planning studies, funding allocations, design and construction consultant contracts and fiscal affairs. In addition, the staff serves as liaisons to project sponsors, other planning and funding agencies within and beyond the county and legislative representatives in both Sacramento and Washington, D.C.

Dennis R. Fay, Executive Director

Frank Furger, Chief Deputy Director of Projects, Planning and Programming

Dick Swanson, Director of Finance and Administration

Yvonne Chan, Accounting Manager

Christina Muller, Administrative Manager

Cyrus Minoofar, Manager of Intelligent Transportation Programs

Matt Todd, Manager of Programming

Beth Walukas, Manager of Planning

Ray Akkawi, Manager of Project Delivery

Stephen Haas, Senior Transportation Engineer

Bijan Yarjani, Senior Transportation Engineer

Diane Stark, Senior Transportation Planner

Saravana Suthanthira, Senior Transportation Planner

Vivek Bhat, Associate Transportation Engineer

Jacki Taylor, Engineering Assistant

Laurel Poeton, Engineering Assistant

Liz Brazil, Contracts Administrator

Sammy Ng, Senior Accountant

Patti Seu, Accountant

Victoria Winn, Senior Administrative Assistant

Claudia Leyva, Senior Administrative Assistant

Libby Hendrickson, Administrative Assistant

Gladys Parmelee, Executive Assistant and Board Secretary

Myrna Portillo, Receptionist

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Copy by Robyn Anderson



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